

TO FIGHT FREIGHT RATES

MIDDLE WEST SHIPPERS SEE THE ATTORNEY-GENERAL.

They Ask Him to Invoke the Sherman Law Against the 25 Railroads That Have Increased Rates 4 Cents May Meet the Situation in the Railway Bill.

WASHINGTON, May 30.—Attorney-General Wickham was asked today by a delegation of shippers from the middle West, supported by about twenty members of Congress, to invoke the Sherman anti-trust law against twenty-five railroads operating between the Mississippi and Missouri rivers which have subscribed to the decision of the Western trunk line committee. This is the first move in a fight that shippers of the middle West intend to wage against the general increase from 10 to 30 per cent in freight rates. The shippers charge that the railroads of the middle West have combined through the Western trunk line committee and illegally advanced their rates.

Mr. Wickham, after listening to the complaints of the delegation, made no announcement of his intention. He said that the Department of Justice had had such short notice that it would be practically impossible to ask for an injunction against the railroads before June 1, the date on which the new rates go into effect. He promised, however, to consider carefully the arguments made by the shippers and the brief left by their legal representative.

The Attorney-General, it is understood, is inclined to sympathize with the shippers from the middle West and to accept their contention that the railroads have sought to avoid obstacles that will be contained in the new railroad act by making substantial increases before the Administration bill is put upon the statute books. Whether or not the railroads can be held under the Sherman anti-trust act is something, however, that the Attorney-General has yet to decide, but it is certain that he will move against them if he can find the slightest ground for such action. Members of Congress who attended the hearing are confident that Mr. Wickham will see his way clear to proceed against the carriers.

The feeling against the railroads in the middle West, as a result of the increases, is very bitter and the Attorney-General and other advisers of the Administration believe that the present agitation will at least result in the incorporation into the pending railroad bill of a radical amendment providing for Government approval of increased freight and passenger rates. The Senate already has adopted an amendment giving the Interstate Commerce Commission authority to suspend any proposed increase for eight months pending an investigation into its reasonableness. If at the end of that period, however, the commission fails to act, the rate is to go into effect. It is believed now that the present agitation and the pressure that is being brought to bear on Congress will result in the adoption of an amendment similar to that proposed by Senator Cummins, which requires the Interstate Commerce Commission to pass upon every increase before it shall become operative.

The presentation of the shippers' case at the Department of Justice took only about half an hour. The Attorney-General expressed regret once or twice that the shippers had not brought the case to his notice sooner. Among the members of Congress at the hearing were Senators Cullum of Illinois, Clapp of Minnesota, Brown of Nebraska, and Warner of Missouri, and Representatives Lloyd of Missouri, Morgan and Dixon of Missouri, Morris and Hitchcock of Nebraska, Miller, Nye and Lindbergh of Minnesota, Kendall, Pickett, Good and Hubbard of Iowa, and Snapp and Graft of Illinois.

William Duff Hanes of Chicago, representing the Illinois Manufacturers Association, presented the brief on behalf of the shippers. Representative Hubbard declared that the railroads have conspired "to defeat the provisions of the railway bill now before Congress before its passage," and J. M. McElroy, secretary of the Manufacturers Association, charged informally after the hearing that a coalition of Wall Street operators had brought about the increases so that they might rake in millions of dollars.

Mr. Hanes said that the delegation had appeared before the Attorney-General representing shippers from Illinois, Wisconsin, Missouri, Iowa and Nebraska, which section constitutes the Western Trunk Line. He charged that since 1906 the year that the Hepburn amendment to the interstate commerce law became effective, the railroad policy of the railroads and the Western Trunk Line has been to advance every rate that it has been possible to advance. This constant series of advances, he said, had culminated in a 30 per cent increase effective on June 1, and these tariffs, he added, will be followed by still other advances.

"Without going into details," said Mr. Hanes, "it is sufficient to say that the burden imposed upon the manufacturers, producers and consumers has become too great, and there is a general feeling that these last advances must be resisted as a matter of self preservation. In the present state of the law the only recourse which is open to us in attacking these proposed advances in rates is to wait until the Interstate Commerce Commission has acted, and then to proceed against the railroads before the Interstate Commerce Commission. It has been proved by our experience in attacking other advances that have been made since 1906 that this method is slow and cumbersome, and that if our efforts are resisted to the court of last resort by the railroads it will take at least two years to obtain final adjudication of the questions involved. It is impossible therefore for us to attempt to meet the present emergency in such manner, and we have come to the conclusion that the only way in which we can obtain relief from the threatened imposition of these advances is through action under the Sherman law."

Mr. Hanes alleged that the railroads concerned through the association mentioned "fix their rates in concert." Meetings, "he said, are held in which all of the lines are represented and concerted action is taken, which is finally given to the public in the shape of a tariff published and filed with the Interstate Commerce Commission through a single agent, who represents all of the interested lines by special power of attorney.

"The Western Trunk Line Committee is held together by articles which are in fact an agreement for concert of action. A copy of that agreement is on file in the office of the Interstate Commerce Commission. Acting under the terms of that document meetings of the executive and other officers of the constituent railroad companies are held weekly and oftener, and at these meetings there is a decision put before the members for discussion, which is one of the subjects concerning which regulations that are offered."

In his closing remarks Mr. Hanes charged that the railroads were trying to pull off "a gigantic con game," and gave this alleged story of the deal.

ONE-THIRD REDUCTION

on the million dollar stock of CHESTER BILLINGS & SON

(Formerly RANDEL, BAREMORE & BILLINGS) will extend through the month of June

Arrangements have been made with Hegan & Co., who will later occupy this store, whereby we are enabled to offer the public this day more in which to avail themselves of this unequalled opportunity for the purchase of high-grade jewelry at prices below the wholesale cost.

FIFTH AVENUE AND THIRTY-FOURTH STREET

NOTE: Included in this stock is a lot of fine house pearls at same reduction.

In Congress it contained a provision placing the traffic associations within the scope of the Sherman law. On April 5 in Chicago and on May 23 in New York there were meetings of railway men with the object of repealing this provision. In brief, the scheme was to loose freight prices all over the nation and create large dividends, thereby increasing the value of securities in Wall Street. Those inside could unload if the courts decided against such increases.

Mr. Glenn declared that this frame-up did not go through according to schedule because the traffic agreement section of the railroad bill was defeated.

"But," he added, "unless something is done it will be pulled off in just as pleasing a way to the railroad interests as it was before."

"The idea was," said he, "to raise rates to the sky, and then, if they are forced down, it will be to a compromise figure which will be higher than the present rates."

It has been reported that the Eastern Trunk Line Association also intends to announce an increase in freight rates to go into effect on September 1.

RAILWAY BILL UP TO-DATE.

The Final Vote on Its Passage Not Expected Until To-morrow.

WASHINGTON, May 30.—A vote on the final passage of the railway bill in the Senate is not expected until Wednesday. Consideration of the measure will be resumed when the Senate meets to-morrow, but notice has been given by Senator Owen that he will occupy a good part of the session with a speech in favor of the election of Senators by direct vote of the people. There are some twenty-five amendments to the railway bill to be considered and it will hardly be possible to vote on all of them at to-morrow's session.

Several Senators desire to speak on the pending amendments, but they have promised that they will be brief. Senator La Follette will be heard in support of his amendment providing for the physical valuation of railroads.

Of the two score and more amendments that are pending, the most important are those introduced by Senator Brown, preventing the acquisition by common carriers of stock in a competing railroad, and the one introduced by Senator La Follette, providing for the physical valuation of railroads.

The insurgent Senators who have been engaged in the pleasant pastime of lampooning the railway bill since it was reported to the Senate more than three months ago, have decided to support the measure when it comes up for final passage. Several of the insurgents will be heard before the debate comes to an end and they will lay claim to credit for that in that good in the bill.

OUR INTERNAL COMMERCE.

Reports Indicate a Rather Unsettled Condition of Trade.

WASHINGTON, May 30.—Commercial movements within the United States during the month of April, as reported to the Bureau of Statistics of the Department of Commerce and Labor, indicate a rather unsettled condition of trade. While the lumber movement was fairly heavy in response to the large requirements of the building trade, the movements of bituminous coal and coke showed a check in the upward trend, owing partly to the curtailment of iron production and the partial cessation of operations at the central mining regions pending the settlement of labor disputes. The cotton, wool and live stock movements during the month were also light. The grain movement, on the other hand, notwithstanding the slight export demand, proved fairly heavy.

As a result of the general traffic situation, as measured by the number of surplus cars as well as the total number of cars handled shows a less favorable picture than for the earlier months of the year. The number of surplus cars reported by the American Railway Association for April 27 was 102,085, and a fortnight later, 127,138, a far larger than any reported since August 1909. Reports from twenty-seven car service associations and demurrage bureaus in various parts of the country show a total of 2,000, 700 cars handled during the month, compared with 2,200, 352 cars handled by the same organizations during March and 1,723,018 cars during April, 1909. The number of cars handled during the four months of the year, 8,106,178, was about 10 per cent in excess of the corresponding 1909 figures and about 35 per cent in excess of the number reported for the corresponding period two years ago.

FOR FIRST ASSISTANT P. M. G.

Ohio Congress Delegation Urging the Appointment of Congressman Cole.

WASHINGTON, May 30.—Members of the Ohio delegation in Congress have brought to the attention of President Taft the availability of Representative Ralph Cole of the Eighth Ohio district for appointment as First Assistant Postmaster-General. Mr. Cole will leave Congress on March 4, 1911, having failed of re-election.

While the President is anxious to recognize Mr. Cole it is the understanding that he will not take the initiative in naming him as the First Assistant Postmaster-General to the Postmaster-General. It is the purpose of the Ohio members to urge the appointment of Mr. Cole on Postmaster-General Hitchcock. The office of First Assistant will be vacated early in July, when Charles D. Grandfield of Missouri will retire to become postmaster of Washington.

GRONTO BOY RUNS AWAY.

Wm. R. Bullard Has Chauffeur's License in Place of a Diploma.

Boston, Mass., May 30.—The police will issue citations to-morrow giving a description of William R. Bullard, a fourth form boy at the Groton school, who disappeared from Groton last Wednesday. Young Bullard is 16 years old and is the son of Dr. John I. Bullard of New Bedford. The father asked the police to-day to find his boy.

Bullard left Groton after participating in a baseball game with his class here on Wednesday afternoon. He left a note addressed to his parents in which he said he was discouraged of his studies and that he felt that he must go away some where.

The boy had little money when he left school, but he is an automobile enthusiast, holds an owner's operating license and his father thinks it is probable that he has got a job at some garage.

CHEERING NEWS FOR JOHNSON

HE HEARS THAT CLEVELAND WANTS HIM BACK.

He Tells Single Taxers That He Expects Another Fight Himself. He Gets 325 Pound Medalion and Gives His Views on Struggle in England.

Tom I. Johnson, former Mayor of Cleveland, was the guest of honor at a dinner given by the New York Single Tax Club last night at the Hotel Astor. Mr. Johnson had just returned from Europe. His turn to speak came after the other speakers, including admirers from Cleveland, had told what they thought of him.

"It is pleasant to hear all these things about one," Mr. Johnson said when he got a chance, "because they are flattering things; but it doesn't seem quite fitting. I do not believe that we have reached the end of the struggle in Cleveland. But if it should be that the last fight has been fought I have no regrets."

He continued with an account of some single taxers he met while he was in England recently, and added this about the political situation in that country:

"I believe that the fight now being waged in Parliament is the greatest fight against privilege that the world has ever seen."

Newton D. Baker, city attorney of Cleveland and one of Mr. Johnson's old associates in office, referred to the present conditions in Cleveland following the defeat of Johnson last fall, and turning to the guest of the evening said:

"The message I bring to you from Cleveland—from the common people of Cleveland—is this, that standing on the mountain of your achievement as you are the people of Cleveland are calling to you to come back to new and better achievements."

Though there may be people in Cleveland who set their eyes in horror at the sound of your name, the majority of the people in Cleveland, who know that under your administration Cleveland was the best governed and the most intelligent of the United States, are eagerly awaiting your return."

The single taxers gave Mr. Johnson a medalion bearing his own portrait and that of Henry George, the single taxer, and a check for \$100.00.

Mr. Johnson said that he was carrying Mr. Johnson to the floor of the day. There was a moment's scare until he got up laughing and brushed himself. Then he spoke again.

The other speakers were the Rev. Herbert S. Bigelow of Cleveland, Henry George, Jr., Louis F. Post and Edmund Vance Cooke. Mr. Cooke's contribution was a check for \$100.00, which was presented to Mr. Johnson's defeat last fall, in which he glorified Mr. Johnson and characterized his defeat as a noble defeat.

CURTIS'S OIL TANK LEAKED.

Aviator Decried by Callers and Several Flight Propositions Made.

Glenn H. Curtiss spent all of yesterday in his room at the Hotel Astor, recuperating from the effects of his record breaking flight of Sunday. He was besieged by callers and business propositions. The success of the flight had a stimulating influence and prizes for similar events were discussed. It was said that one prize proposed was larger than the \$10,000 won by Curtiss. When consulted about a future event for a prize Mr. Curtiss suggested that the trip from New York to Washington would be a possible performance Mr. Curtiss said flying a longer distance is only a matter of making stops.

In the forenoon the mechanics examined the machine used by Mr. Curtiss in his flight on Sunday and a leak was found in the oil tank. Mr. Curtiss said but for this leakage he would have been able to have made the trip from Poughkeepsie to Governors Island without the necessary stop at New York. The damage in the tank he thought was due to making a rough landing at Poughkeepsie. The crates for the machine will arrive from Albany to-day, but Mr. Curtiss said yesterday that he was too overcome from the excitement of the flight to make any immediate plans. He has accepted an offer to give an exhibition at Louisville June 18.

"I have been planning this trip for a year," said Mr. Curtiss, "and now that the one thing that I have looked forward to so long has been realized, I do not anticipate any particular achievement. In a way I feel that I have conquered my world, for really what I have accomplished seemed almost unbelievable when I first thought of making it. In making this trip I have learned much that will benefit me in my future work, and when I am rested I would like to do it all over again. The time from Albany to New York seemed so long, I could hardly believe my eyes when the tall skyscrapers loomed up from a distance."

Mr. Curtiss said his experience with the rough air currents in the Highlands would be of use in controlling his machine under similar conditions. He said this trip had also suggested some improvements in the guy wires of the machine.

Letters of congratulation were received from the officers of the various army clubs throughout the country, and both Willard and Mars, who are making flights at Joplin, Mo., sent their greetings. Mayor Gaynor, who was at the dinner to be given at the Hotel Astor this evening when about fifty guests will be present.

Augustus Post sent an official report to the First Company yesterday telling about the start, landings and time of the flight.

POLICE CAPTAIN BADLY HURT.

Naughton of Kingsbridge Thrown From His Buggy When His Horse Shies.

Capt. Michael Naughton of the Kingsbridge police station is in a serious condition at his home, 1905 Washington avenue, as the result of being thrown from his buggy while making a tour through the Harlem ship canal at 225th street the captain had the wheels of his buggy on a track. As he approached the north end of the bridge, where there is a sharp turn, an automobile came suddenly around the bend toward his horse. The captain's horse shied at the noise and bolted.

The sudden jerk overturned the buggy and Capt. Naughton was thrown about six feet. He struck one of the posts supporting the subway, which runs overhead at that point, and fell unconscious.

The horse ran wild for a block or more until a man stopped him.

Capt. Naughton of Kingsbridge was taken to the hospital, where he is now being treated. He had a lacerated scalp wound and bruises on the back of the head and on the body. He is 58 years old.

THE RIGHT TIME TO INVEST

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THE PIPE DWELLERS AT WAR.

The Main Pipe Smoking Club is in danger of being rent asunder by internal dissension. The most momentous question in its history is now apparent and there is every indication of a wholesale expulsion of members by force of vote.

The bone of contention is Rusty Bill's "pans," and the question to be settled is, "Who stole 'em?" Rusty Bill is no mere lay member; he is the Grand Cigarette.

It be known that the Main Pipe Smoking Club is a large organization with quarters beneath the Williamsburg Bridge. The immense pipes for the water mains being laid there afford most excellent sleeping quarters well protected, and the homeless members felt that at last they had found a home where they could puff their pipes and smoke their pipes unmolested. So they dwelt in peace, sixty odd of them, except that about a score were temporarily absent spending their vacations in the workshop.

All was serene and Rusty Bill was omnipotent until the fire in the chicken store house on South street on Saturday night. The smoke from this was so disagreeable over Saturday night and Sunday that the Governor Bill rats were forced from their quarters among the docks, and under the leadership of Rusty Bill they applied for membership in the Main Pipe Smoking Club.

Then trouble began. Incipient skirmishes were common between the old and new members all Sunday night. But the final blow came at rising time, which is coincident with the gin mill openings, yesterday. Instantly fanned Rusty Bill. He rolled over in his pipe and reached for his "pans." But he could not find them. Having neglected to bring a change from his winter residence Rusty Bill was helpless. He crawled to the end of his pipe and stuck his head out. That was as far as he dared to go as the pedlar quarter was waking up and there were many early purchasers.

Where the hell's my pans? Who's copied my pans? roared Rusty Bill.

HUNT RACES AT PIMLICO.

Military Event an Attraction and War Department Sanctions Other Such.

BALTIMORE, May 30.—Clear skies and warm weather greeted more than 2,000 turf enthusiasts this afternoon at Pimlico, where the meeting of the Maryland United Hunts came to an end with a card of eight races. The military race run last Saturday proved such a success that at the last minute the association put on another for to-day with army officers in the saddle. The winner was Colored Lady, ridden by Lieut. Graham. She was at all times favorite at 2 to 3 and was well backed. Martha Jane, with Lieut. O'Donnell in the saddle and the second choice at 6 to 1, finished second in front of Sir Lewis, the only other starter, ridden by Lieut. Alexander.

The War Department was so favorably impressed with Saturday's and to-day's races that it has sanctioned military events at Pimlico in future meetings. A score of Government officials both military and official from Washington witnessed the races.

The Decoration Day Steeplechase Handicap was won by Evers & The Favorite, Touchwood, ran unplaced. The summaries:

First Race—Hurdle or hurdle hunters, one mile—Convolvus, 1st (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 2d (Mr. C. Harrison), 4 to 5; Touchwood, 3d (Mr. C. Harrison), 4 to 5; Time, 1:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Second Race—Hurdle or hurdle hunters, one mile—Convolvus, 1st (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 2d (Mr. C. Harrison), 4 to 5; Touchwood, 3d (Mr. C. Harrison), 4 to 5; Time, 1:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Third Race—Three year olds and up; one mile—Gay Decree, 1st (Mr. T. Wright), 1 to 2; won; George E. Hall, 2d (Mr. T. Wright), 1 to 2; second; Hedge Rose, 3d (Mr. T. Wright), 1 to 2; Time, 1:44. Only three starters.

Fourth Race—Four year olds and up; one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Fifth Race—Four year olds and up; one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Sixth Race—Four year olds and up; one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Seventh Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Eighth Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Ninth Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Tenth Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Eleventh Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Twelfth Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Thirteenth Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Fourteenth Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Fifteenth Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Sixteenth Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Seventeenth Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Eighteenth Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Nineteenth Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Twentieth Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Twenty-first Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Twenty-second Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Twenty-third Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Twenty-fourth Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Twenty-fifth Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Twenty-sixth Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Twenty-seventh Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man, Touchwood and Andalusia also ran.

Twenty-eighth Race—The Hammer Stakes, Steeplechase, one mile and a half miles—Evers & The Favorite, 1st (Mr. T. Wright), 4 to 5; won; Touchwood, 2d (Mr. T. Wright), 4 to 5; won; Evers & The Favorite, 3d (Mr. T. Wright), 4 to 5; won; Time, 2:44. Steeple, Hurdle, Beggar Man,